

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The work of laying a third and fourth track of the railroad line Prague-Cesky Brod (051/M08) continued. Work was being done mainly on existing rail and road bridges, widening of embankments and cuttings, and at various railway stations. No rails or sleepers had been laid by July 1952. Work went on at the following places:
 - a. Klanovice: the railway cuttings were being widened.
 - b. Bechovice (051/L98): the railway station was being enlarged and the embankment widened.
 - c. Uvaly (051/L98): the railway bridge was being widened.
 - d. East of Uvaly: on the main road to Cesky Brod, a new road over-pass over the railway line had been completed and was in use.
 - e. Cesky Brod: work was in progress at the railway station, where underground passages were being built between the platforms.
2. In the sector between Cesky Brod and Kolin, underground passages have been completed at the railway stations Pecky (051/M29) and Velim (051/M28).
3. A new railway tunnel in Usti nad Labem was opened in November 1951. This tunnel is approximately 500 meters long and connects the railway line from Prague with the line from Teplice. It starts near the Elbe (Labe) railway bridge and pierces the Vetruse (Vitrus) hill to the railway station on the other side of the hill. The railway through the tunnel has only one track. The tunnel is mainly used for freight traffic.

25 YEAR RE-REVIEW

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